

**Amendments to the Specification:**

Please amend paragraph [33] as follows:

[33] The circumferential positions of cam curves 34, 35 are shown in Figure 6 and correspond to Figure 2. It must be stated here that the cone pulleys 7, 8 in the representation according to Figure 2 are at their greatest distance from each other, which corresponds to the maximum adjustment of the transmission at output speeds that are too slow. Correspondingly, the cam curves 34, 35 that extend along the circumference are also adjusted to the smallest possible distance relative to each other, so that the roll bodies 36 make contact with the cam curves in the region of their respective cam bottom 48 or 49. If, subsequently, a rotational moment occurs between the cam sleeves 31 and 33, the roll bodies 36 want to run up along the cam curves 34 or 35. As a result, the force seeks to move apart the cam ~~curves~~ sleeves 31, 33 in axial direction. Since the cam sleeve 31 is rigidly supported in axial direction on the shaft 4, this expanding force is transmitted via the cam sleeve 33 and the hub 27 directly to the cone pulley 7, where it becomes a contact pressure force exerted onto the traction means 9. This force corresponds to the magnitude of the rotational moment that occurs and must be transmitted and, corresponding to the inclination of cam curves 34, 35, also corresponds to the variable for the transmission ratio position of the transmission.

Please amend the Abstract as follows:

Provided is an infinitely variable cone pulley transmission for which the contact pressure between the cone pulley pairs and the traction ~~means~~ is generated hydraulically on one transmission side and mechanical, with the aid of a spring, on the other transmission side. ~~For this, the~~ The second transmission side is provided with an axially fixed and an axially movable cone pulley with extended hub, ~~wherein the cone pulleys are connected so as to rotate jointly on their transmission shaft and are coupled to the shaft via a contact pressure mechanism that depends on the rotational moment or a rotational moment and the transmission ratio.~~ The contact pressure mechanism ~~consists of~~ includes a cam sleeve that is fixed relative to the shaft, a cam

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sleeve formed by the free end of the hub and roll bodies for the force transmittal, which are inserted between opposite arranged cam curves and rotate around axes extending radial to the transmission shaft. The roll bodies are guided by rings and are held at a mutual distance to each other and with spring force in the axial center region between the cam sleeves, wherein the spring is arranged coaxial on the extended hub.